



DANIEL BRAY HIGHWAY

In cooperation with the Delaware Valley Protective Association and the Legislative representatives from the area, the Department held ceremonies on August 12 officially dedicating Route 29 as the Daniel Bray Highway.

It will be recalled that in recognition of Revolutionary War services performed by Captain Daniel Bray, a native of the Kingwood area of Hunterdon County, a resolution was introduced jointly in the New Jersey State Legislature on March 14, 1960 by Senator Lance and Senator Ridolfi. The resolution designated State highway Route 29 along the Delaware River from the Trenton city line north as the Daniel Bray Highway. This resolution was passed in the Senate on March 21, 1960 and in the House of the Assembly on May 23, 1960. The Governor signed the resolution into law on June 8.

The dedication ceremonies, held at Raven Rock, were attended by approximately 300 persons with Governor Meyner as principal speaker.

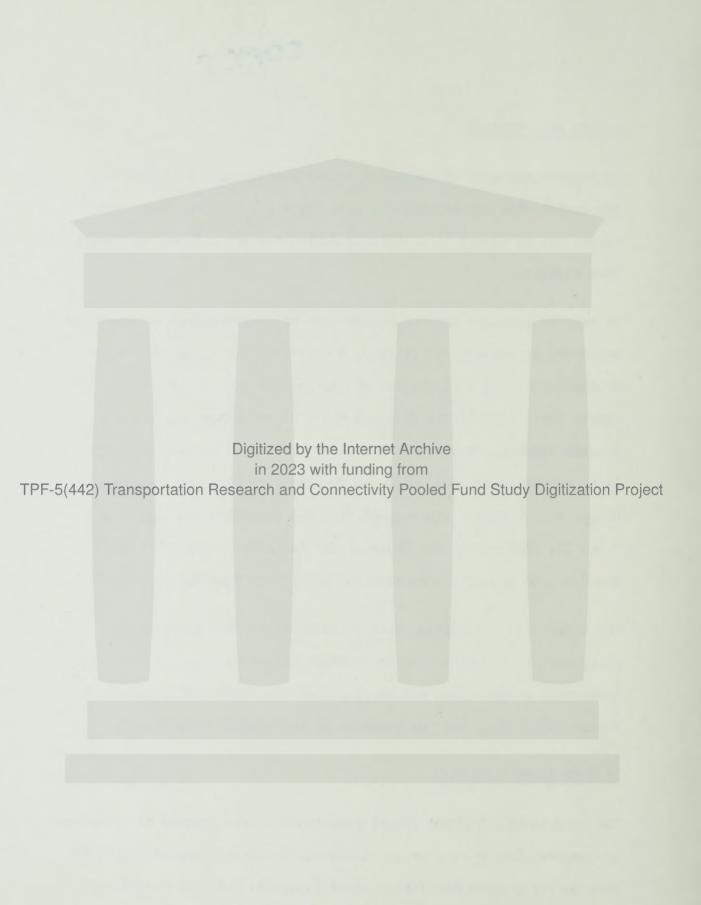
A souvenir program that was developed by the Department's Bureau of Public Information for the occasion is included in this report.

1960-61 HIGHWAY PROGRAM

The Department's 1960-61 fiscal year construction program was announced by Governor Meyner at a press conference in his offices on August 18.

This year's program total is \$108,098,430, and reflects the Federal cutback of \$23 million in interstate funds that was made last year.

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1960-61 HIGHWAY PROGRAM, cont'd.

The total available is \$72,118,430 of Federal aid funds, \$34 million in state monies and \$1,980,000 of Port of New York Authority funds, the latter available for work in the metropolitan area that has relationship to their facilities.

The program itself contains 40 separate items, 15 of them related to work on the primary and urban system, 11 in the interstate category and the remaining 14 consisting of projects that will be carried out with strictly state funds. The interstate portion of the program represents a dollar value of approximately \$65 million, the primary and interstate projects total about \$30 million and non-federal slightly over \$13 million.

It is significant to note that the program provides for the remainder of funds that will be necessary for construction of Interstate Route 80 and 95 projects that will link George Washington Bridge with connecting state highways as far west as Paterson and with the New Jersey Turnpike to the south. This area of our operations has required a lion's share of interstate funds for the past two years.

The primary and urban projects that have been scheduled in the program consist in the greater part of work that has been vitally needed to improve the capacity and safety of such Routes as U.S. 1, 9, 22, 130 and 322 and New Jersey Routes 3, 17, 18, 38, and 208. Also included are the funds necessary for completing freeway construction of Route 21 in the Newark-Belleville area and the final section of Route 208's extension as far west as U.S. 202.

1960-61 HIGHWAY PROGRAM, cont'd.

It is anticipated, in view of increased Federal allocations for the 1961-62 fiscal year, that next year's program will be approximately \$10 million greater.

INTERSTATE ROUTE 287

During the past month we received bids on the construction of another 3.7 miles of Interstate Route 287 in Middlesex County. The proposed new section of what is locally termed the Middlesex East-West Freeway will extend from the easterly limits of all Route 287 construction (River Road in Piscataway), easterly to Stelton Road, the municipal boundary between Piscataway and South Plainfield. This is about one-half the distance between the end of current construction operations and Route 1. Following the pattern set by previous projects in this area the new contract, which will cost in excess of \$4 million, will provide a six-lane freeway section consisting of two 37 foot wide roadways bordered by twelve foot hard-surfaced shoulders and separated by a 60 foot wide center island. More than 4.5 miles of the freeway is now under construction in the South Bound Brook area.

The work now being prosecuted in this area totals over \$13 million and extends from River Road (Route 18) in Piscataway westerly to a complete interchange with Route U.S. 22 in Bridgewater Township, Somerset County. Completion of this construction is planned for July of next year. Incidental to this construction the Department advertised

INTERSTATE ROUTE 287, cont'd.

for bids for the installation of overhead lighting systems on this section of freeway early this month.

Funds for extending the new freeway from the Stelton Road terminal point of the new contract easterly to Route 1 have been provided in the 1960-61 construction program.

TRUCK SPEED DIFFERENTIAL

Early this month the State Highway Commissioner put into effect the state's first lower truck speed differentials on highways. The action involved a 26-mile section of Route U.S. 22 running through portions of Somerset, Union and Essex Counties from the Somerville traffic circle east to the route's junction with U.S. 1 in Newark.

The maximum speed limit for trucks within this stretch will be 45 miles an hour. Passenger cars and light trucks are still permitted to travel up to 50 miles an hour within most of the 26-mile section of highway.

The new regulation was made possible through legislation enacted during the current Legislative year. The Department is hopeful that the measure will prove an effective weapon in the hands of both state and local law enforcement agencies in curbing the tendency of vehicles to speed dangerously through the heavily urbanized section traversed by the highway.

TRUCK SPEED DIFFERENTIAL, contd.

Lower speed limits that have been in effect for some areas within the Somerville-Newark stretch of Route 22 will not be affected by the new regulation.

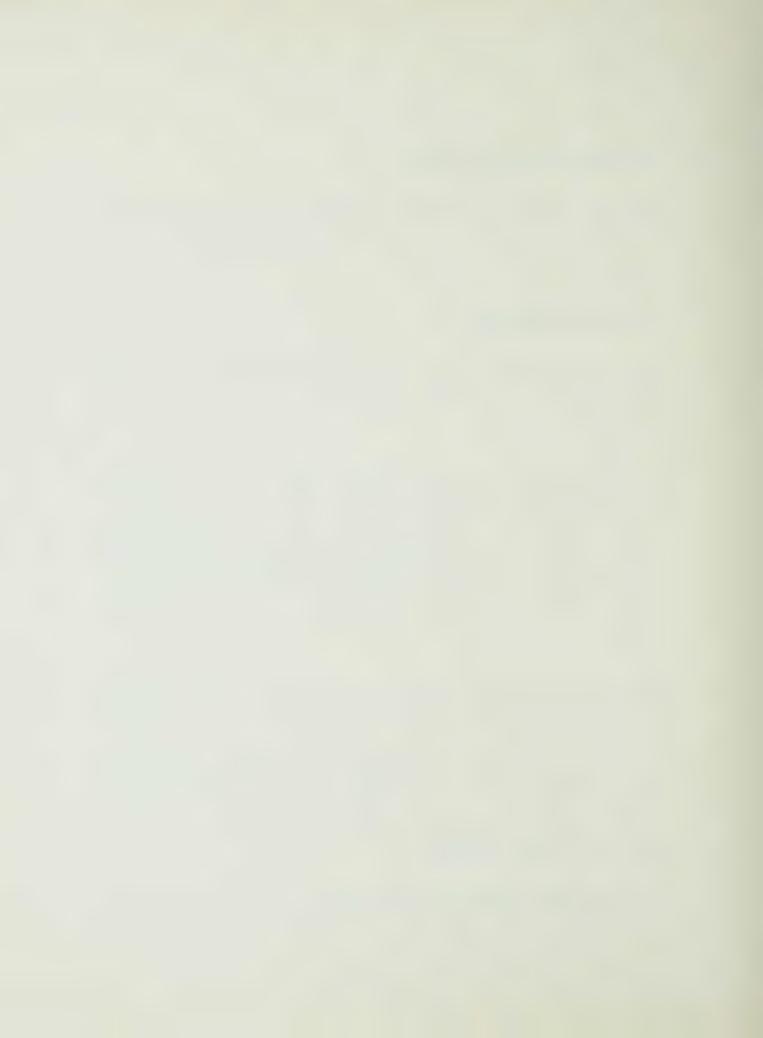
BERGEN-PASSAIC EXPRESSWAY

Progress on the construction of the Bergen-Passaic Expressway was marked during the past month by bids being received by the Department on two contracts.

The principal contract involves the stabilization of a one mile stretch of the Bergen County meadowland area that will serve as a foundation for the Interstate Route 95 approaches to the George Washington Bridge in Bergen County. This project involves the installation of more than 4 million feet of vertical sand drains within portions of Teaneck and Leonia.

About a month of valuable time was lost in the prosecution of this work due to the Federal Bureau of Public Roads insistence that the project be re-bid after original bids had exceeded the engineer's estimate of cost. We cannot help but feel the slight differential of \$31,000 that was obtained through re-bidding on this \$7 million project cannot make up for the time loss involved.

The second Bergen-Passaic Expressway contract was for the demolition of forty buildings within future construction limits of Interstate Route 80 in East Paterson, Bergen County. The structures to be dismantled, demolished or removed range from dwellings to factory buildings.



CONSTRUCTION SUMMARY

A review of our field work now underway shows the work load is now one of the heaviest ever experienced in the Department's history. We now have 66 active projects in various stages of prosecution. They represent a total dollar value of 107.5 million.

Although much of the current work is in the final stages of completion, we believe this limit will be exceeded before the end of the fiscal year due to the fact that present schedules call for another 53 projects representing some \$112 million to be placed under contract by next July.

Significant events in relation to our construction program during the past month included the receipt of bids on two sizeable safety contract projects.

The largest of the two calls for the widening of an additional 4.7 miles of Route U. S. 322 (Black Horse Pike) in Atlantic County. The proposed construction will result in converting the existing 30-foot wide (3 lane) roadway to 56 feet in width (4 lanes). The work area will extend from Weymouth Road in Hamilton Township to the Route 322 junction with County Route 561 in Folsom.

Similar projects both completed within the recent past have resulted in widening five miles of this key route east of Weymouth Road at a cost of about \$2 million. Funds have been provided in the current fiscal year program for extending the Route 322 improvement program an additional seven miles beyond the westerly terminal point of the new project to the vicinity of Williamstown.



CONSTRUCTION SUMMARY, contd.

The second safety project involves closing more than 31 openings in the existing Route 17 center island within a 3.3 mile long stretch in Ramsey, Upper Saddle River, Allendale and Saddle River, Bergen County.

As a result of closing the center island openings within this portion of the highway left turns, U turns and cross traffic in the future will be permitted only at three locations.

Completion of this project and the construction of a new overpass at Linwood Avenue will pretty well wind up the emergency portion of the Route 17 modernization program.

Within the past five years the Department has expended more than \$6 million in the construction of new overpasses, resurfacing and center island closings on the highway. The Linwood Avenue project will add another \$1 million to this total. We expect it to get underway before next July.



MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

- Aug. 12 Participated in ceremonies at Raven Rock dedicating the Daniel Bray Highway.
- Aug. 15 Meeting of the Railroad Transportation Division for last minute review of matters to be presented at public hearings during the ensuing week.

First public hearing re railroad agreements held at Westfield City Hall.

At the Governor's request met with a group of engineers interested in obtaining our ideas re Highway Department operation and organization for such benefits as it might prove to them in their review of Indiana State Highway Department.

Governor's Cabinet meeting.

Aug. 17 - In Hackensack for discussion of proposed Route 80 points of ingress and egress with local officials and community leaders.

Combined hearing on proposed agreements with Erie Railroad,
New York Susquehanna and Western Railroad, and New Jersey
and New York Railroad at Bergen County Court House, Hackensack.



- Aug. 18 Hearing on transit proposals re Pennsylvania Railroad at New Brunswick City Hall.
- Aug. 19 On-the-ground review of Essex East-West Freeway (Route 280)

 through the Oranges and Newark with Department and Federal

 Bureau of Public Road engineers.
- Aug. 22 Meeting here with Chairman Morecraft, Attorney General Furman and Mr. Richman for discussion of matters affecting one phase of the Turnpike operation.
- Aug. 23 Met with Mr. Arne C. Whiprud, Director of Transportation,

 State of New York, for discussion of the relationship of

 New York and New Jersey railroad transportation plans.
- Aug. 24 Attended breakfast meeting of the Essex County Delegation
 with New Jersey Congressmen and Senators in Washington.

 Afternoon meeting with a member of the Public Works Committee
 of Congress for discussion of the Federal Highway Program.
- Aug. 25 Met in the Governor's office with representatives of Morristown re Interstate Route 287.
- Aug. 30 Met here with engineering consultants re proposed new route between Philadelphia and Atlantic City and discussion with officials of Turnpike and other agencies that might be involved.



MEETINGS, cont'd.

Sept. 7 - Participated in New Jersey Racing Commission public hearing on Metropolitan Race Track application at the Court House in Jersey City.

Visited with representatives of the Port of New York

Authority for discussion of matters affecting their

operation.

- Sept. 8 Met with Ocean County Senator Mathis and Freeholders there re highway improvements affecting Long Beach Island.
- Sept. 9 Participated in State Racing Commission's public hearing re Lincoln Race Track application at the Court House,

 Jersey City.
- Sept.12 Met here with Federal Highway Administrator Tallamy and
 Messrs. Turner and Barnett of his organization for
 discussion of matters related to the prosecution of
 the Federal Highway Program.

First contractual agreement of the Division of Railroad
Transportation, with the Central Railroad of New Jersey,
was signed today.



BIDS RECEIVED

| Aug. 11 - | Route U.S. 322 Widening Eighth Street to Weymouth Road Folsom and Hamilton Twp., Atlantic County. S. JERSEY CONSTRUCTION CO., Riverside | \$ 969,908.60 |
|-----------|---|--------------------|
| Aug. 25 - | Underground Structures for Traffic Signal Systems - Contract #1 - at various intersections on N. J. State highways. COUNTIES CONTRACTING & CONSTN. CO., Phila. | 177,900.00 |
| Aug. 31 - | Route 17 Resurfacing, Center Island Closing and Channelization - Bergen County. SOWERBUTT ASPHALT, Inc., Prospect Park | 81,825.09 |
| Aug. 31 - | Interstate Route 95 Sand Drains and Incidental Work Bergen County. GEO. M. BREWSTER & SON, Bogota | 6,771,786.00 |
| Sept. 8 = | Interstate Route 80 Demolition of Buildings E. Paterson, Bergen County. GIBRALTER WRECKING & SUPPLY CO., Union | 58 ,7 00.00 |
| Sept. 8 - | Interstate Route 287 Grading, Paving and Bridges East of River Road Interchange to Stelton Road, Piscataway Township, South Plainfield, Middlesex County. POIRIER & MCLANE CORP., New York City | 4,271,1195.40 |
| | Total Bids Received - | \$ 12,334,615.09 |
| | | |



CONTRACTS AWARDED

Aug. 12 - Mt. Holly-Burlington Road Widening Front Street, Mt. Holly, and Fountain Avenue, Springside, Burlington County. S. JERSEY CONSTRUCTION CO., Riverside \$ 537.999.25 Aug. 13 - Interstate Route 80 Grading, Paving and Bridges Denville, Morris County. FRANKLIN CONTRACTING CO., Little Falls 1.578.834.20 Aug. 15 - Route U.S. 202 Planting Somerset and Hunterdon Counties CLAYTON LANDSCAPE SERVICE, Metuchen 15,979.25 Aug. 19 - Route U. S. 40 Dualization and Bridge from County Road 540 to Route 48 Upper Penns Neck Township, Salem County. 1,742,742,42 GASKILL CONSTRUCTION CO., Riverside Sept. 2 - Route U.S. 322 Widening Eighth Street to Weymouth Road Folsom and Hamilton Township, Atlantic County, S. JERSEY CONSTRUCTION CO., Riverside 969,908.60 Sept. 2 - Underground Structures for Traffic Signal Systems (1960-61) Contract No. 1 at various intersections on N. J. highways. COUNTIES CONTRACTING & CONSTN. CO., Phila. 177,900.00 Sept. 7 - Route 17 Resurfacing, Center Island Closing and Channelization - Bergen County. 81,825.09 SOWERBUTT ASPHALT, Inc., Prospect Park Sept. 7 - Interstate Route 95 Sand Drains and Incidental Work Bergen County. 6,771,786.00 GEO. M. BREWSTER & SON, Bogota \$ 11,876,974.81

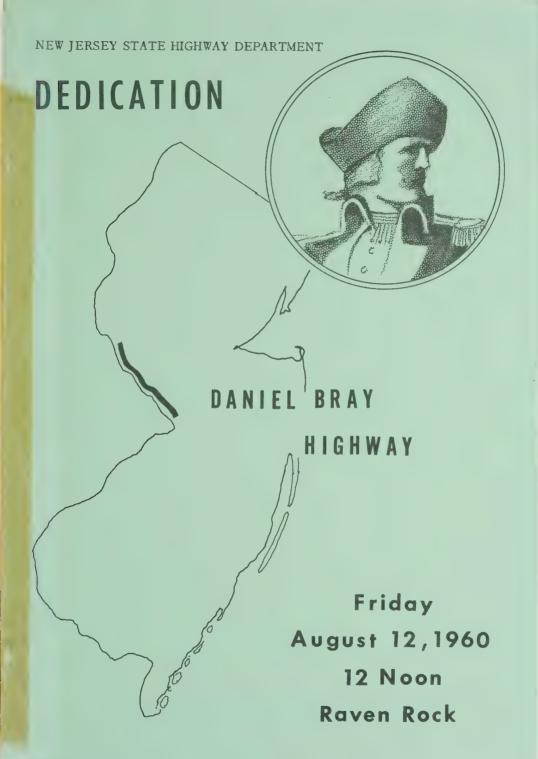
Total Contracts Awarded



BIDS TO BE RECEIVED

- Sept. 22 Route 10
 Grading, Paving, Resurfacing and Bridge over
 Canoe Brook.
 Livingston Circle to Teed Road, Livingston Township
 Essex County.
- Sept. 22 Palisades Avenue Bridge over Ravine Road Jersey City, Hudson County.
- Sept. 29 Interstate Route 287
 Electrical Installations
 Route U.S. 22 interchange to River Road interchange.
 Somerset and Middlesex Counties.

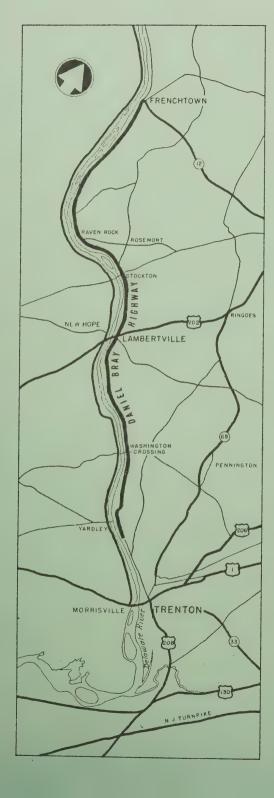




Robert B. Meyner
Governor

Dwight R. G. Palmer Commissioner





SCHEDULE OF CEREMONIES

- Daughters of American Revolution wreath laying ceremony at the grave of Daniel Bray in Rosemont Cemetary, 11:30 A.M., by Col. Lowrey Chapter, D.A.R., Flemington, N. J., Mrs. Fred Abegg, Regent; and Old White House Chapter, D.A.R., White House, N.J., Mrs. Clarence Eick, Regent.
- Arrival of excursion boat River Queen and Revolutionary War soldiers at Stockton-Raven Rock Boat Club dock, Bulls Island, at 11:45 A.M.
- Dedication ceremonies at the landmark Buttonwood tree, intersection of Route 29 and Bulls Island Road, 12:00 noon.

Introduction of Senator Wesley L. Lance, Hunterdon County, who will preside, by Mr. B. A. Sorby, Chairman, Historic Sites and Landmarks Committee, Delaware Valley Protective Association.

Invocation by Reverend Howard Childers, Presbyterian Church, Stockton.

Tribute to Emmert R. Wilson, former State Assemblyman from Hunterdon Co., and to Mr. Fred Sipes, Secretary of the original Delaware River Drive Ass'n.

Speakers: Hon. Robert B. Meyner, Governor

Hon. Sido L. Ridolfi, Senator, Mercer County

Hon. Raymond E. Bowkley, Assemblyman, Hunterdon County Commissioner Dwight R. G. Palmer, N.J. State Highway Dept. Mr. D. Howard Moreau, Pres., Hunterdon County Historical Society

Presentation of Daniel Bray descendents by Senator Wesley L. Lance.

Introduction of Honored Guests by Mr. Hal Clark, President, Delaware Valley Protective Association and Mr. B. A. Sorby, Director, DVPA.

Distribution of "Ballad of Daniel Bray", written by Joseph Fulford Folsom for the New Jersey Sons of the American Revolution.

- Adjournment to the former Raven Rock postoffice building for exhibition of dioramas
 depicting incidents at the Battle of Trenton, on loan from the Miniature Figure Collectors of America, and also replica of a Durham boat, courtesy of Mr. Elmer Case,
 Lambertville.
- Refreshments by the Delaware Valley Protective Association entertainment Committee, Mrs. Lalen C. Krisher, Hostess.
- Music by the Frenchtown High School Band,
- · Color guard furnished by the Stockton, N.J., Troop, Boy Scouts of America.

ABOUT DANIEL BRAY

Daniel Bray was born on October 12, 1751, at Kingwood in Hunterdon County. He was the son of James Bray, a founder of Old School Baptist Church at Baptistown in Hunterdon County.

As a youth Bray worked as a waterman on the Delaware River. During the American Revolution, after the fall of Fort Washington and Fort Lee in 1776, General George Washington decided to retreat "across the Jerseys" into Pennsylvania. He arrived in Trenton on December 8, 1776, and immediately ferried his troops across the Delaware.

Washington then charged General Greene with seeing that all Durham boats between the confluence of the Lehigh and Delaware (Phillipsburg) and Coryell's Ferry (now Lambertville) were collected and brought down the river. General Greene assigned this special duty to Captain Daniel Bray, assisted by Captain Jacob Gearhart, of Flemington, and Captain Thomas Jones, of Ringoes. Durham boats were flat-bottomed river boats constructed to transport iron from the Durham furnaces down the river to Philadelphia.

It is said that 35 boats were collected and hidden behind Malta Island below Coryell's Ferry. They were taken down river to McKonkey's Ferry (now Washington Crossing) on the night of December 25, 1776, and used to transport Washington's men, horses and cannon across the Delaware for the march on Trenton and a victory commonly called the turning point of the American Revolution.

The cemetary at Rosemont, Hunterdon County, north of Stockton and 3 miles inland from Route 29, contains the grave of Captain Bray. The stone records that he "departed this life December 5th, A.D. 1819, in the sixty-ninth year of his age."

DANIEL BRAY HIGHWAY

In recognition of the services performed by Captain Bray, a resolution was introduced jointly in the New Jersey State Legislature on March 14, 1960, by Senator Wesley L. Lance, of Hunterdon County, and Senator Sido L. Ridolfi, of Mercer County, designating State Highway Route 29 along the Delaware River from the Trenton city line north as the Daniel Bray Highway.

This resolution was passed in the State Senate on March 21, 1960, and in the House of Assembly on May 23, 1960. It was made a part of the 1960 Public Laws of New Jersey by Governor Robert B. Meyner, who signed the resolution on June 8, 1960.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

August 5, 1960

1960-1961 CONSTRUCTION PROGRAM

AVAILABLE FUNDS Summary

Federal Funds

State Funds

| | | Total | Matching | Non-Matching | Total | Grand Total |
|--|--------------------------|--------------|---|----------------------------|--------------|---------------|
| 1956 Federal Aid Act 50-50 (Fiscal Year 1961) | | | | | | |
| Primary Urban | \$4,628,033 9,824,877 | | \$4,628,033 9,824,877 | \$500,000 500,000 | 9 | |
| | | \$14,452,910 | ** *********************************** | | \$15,452,910 | 29,905,820 |
| 1956 Federal Aid Act 90-10 (Fiscal Year 1961) | 57,665,520 | | 4,427,280 *1,980,000 | 1,000,000 | | |
| | | 57,665,520 | | | 7,407,280 | 65,072,800 |
| Non-Federal Funds | | | ! ! | 11,139,810 ** 1,980,000 | 13,119,810 | 13,119,810 |
| TOTAL | | \$72,118,430 | | | \$35,980,000 | \$108,098,430 |

^{*} Matching Funds provided in Bergen County by Port of New York Authority

** State Funds made available through matching of Federal Funds by Port of New York Authority

NEW JERSEY STATE HIGHWAY DEPARTMENT

Bureau of Planning and Traffic

1960-1961 Construction Program

August 5, 1960

Primary & Urban Projects 50-50

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|----------------------|--|---|---|--|--|--|------------------|
| 1 2 3 4 5 | U.S. 1 U.S. 9 3 17 18 | Rt. U.S. 130 Circle to Penn. R.R. Br. (Widening, Barrier Curb Rt. 79 to Co. Rd. 524-Dualization (& Resurfacing Hackensack River Bridge & Approaches - Construction Linwood Avenue - Grade Separation Milltown Rd. & Cranbury Turnpike - Grade Separations | Middlesex Monmouth Bergen-Hudson Bergen Middlesex | \$ 375,000 250,000 2,500,000 500,000 1,250,000 | \$ 375,000 250,000 2,500,000 500,000 1,250,000 | \$ 750,000 500,000 5,000,000 1,000,000 2,500,000 | 1 2 3 4 5 |
| 6 7 8 9 | 21 U.S. 22 38 U.S. 130 208 | William St. to Riverside Ave Freeway Construction Thompson Ave. to Washington StBar. Curb-Jug Han. & Resurf. Airport Cir. to Haddonfield RdGr. Separation & Widening Burlington City - Dualization Marlot Avenue - Grade Separation | Essex Somerset Camden Burlington Bergen | 1,800,000 1,000,000 2,000,000 500,000 300,000 | 1,800,000 1,000,000 2,000,000 500,000 300,000 | 3,600,000 2,000,000 4,000,000 1,000,000 600,000 | 6 7 8 9 |
| 11 12 13 14 | 208 U.S. 322 | Colonial Road to Route U.S. 202 - Construction County Road 561 to Williamstown - Dualization Joint Federal Project Miscellaneous - Construction, R.O.Wo, Engineering, | Bergen Atlantic-Gloucester | 1,000,000 1,750,000 242,953 | 1,000,000 1,750,000 242,953 | 2,000,000 3,500,000 485,906 | 11 12 13 |
| 15 | | Utilities and Contract Adjustments Miscellaneous - Construction, R.O.W., Engineering, Itilities and Contract Adjustments | Urban Primary | 484,957 | | 1,500,000 | 14 |
| | | | TOTAL | \$14,452,910 | \$15,452,910 | \$29,905,820 | |

^{*} Includes \$500,000 non-matching funds for Non-Federal Participating Items.

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1960-1961 CONSTRUCTION PROGRAM (CONTINUED)

Interstate Projects 90-10

| ITEM | ROUTE | DESCRIPTION | COUNTY | FEDERAL | STATE | TOTAL | ITEM |
|------|-------|---|-------------|--------------|-------------|--------------|------|
| 16A | 78 | Bloomsbury to Pattenburg - Paving | Hunterdon | \$1,800,000 | \$200,000 | \$2,000,000 | 16A |
| 16 | 80 | Fort Lee to Route 17 - Complete Construction | Bergen | 7,470,000 | 830,000 | 8,300,000 | 16 |
| 17 | 80 | Passaic River to River Rd., E. Paterson-Ramp Con | | 1,350,000 | 150,000 | 1,500,000 | 17 |
| 18 | 80 | River Road to Route 17 - Construction | Bergen | 7,200,000 | 800,000 | 8,000,000 | 18 |
| 19 | 80 | Vernon Ave. to McLean Blvd Const. incl. | | | | | |
| | | Route 20 Interchange | Passaic | 4,230,000 | 470,000 | 4,700,000 | 19 |
| 20 | 280 | Newark to Livingston - R.O.W. | Essex | 4,500,000 | 500,000 | 5,000,000 | 20 |
| 21 | 287 | Stelton Rd. to Rt. U.S.1-R.O.W. & Construction | Middlesex | 16,200,000 | 1,800,000 | 18,000,000 | 21 |
| 22 | 287 | Route U.S.46 through Boonton-R.O.W. & Const. | Morris | 11,070,000 | 1,230,000 | 12,300,000 | 22 |
| 23 | 295 | Hollywood Avenue to Route U.S.130 - R.O.W. | Salem-Glou. | 1,080,000 | 120,000 | 1,200,000 | 23 |
| 24 | | Joint Federal Project | | 800,856 | 88,984 | 889,840 | 24 |
| 25 | | Construction, Engineering, R.O.W., Utilities and Contract Adjustments | Statewide | 1,964,664 | * 1,218,296 | 3,182,960 | 25 |
| | | | TOTAL | \$57,665,520 | \$7,407,280 | \$65,072,800 | |
| | | | | | | | |

^{*} Includes \$1,000,000 non-matching funds for Non-Federal Participating Items.

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1960-1961 CONSTRUCTION PROGRAM (CONTINUED)

August 5, 1960

Non-Federal Projects & Advanced R.O.W.

| ITEM | ROUTE | DESCRIPTION | COUNTY | TOTAL STATE | ITEM |
|----------------------------|--------------------------------|---|---|--|----------------------------|
| 26 27 28 29 30 | 4 9W U.S.130 70 47 | Phelps Road & Lincoln Ave Pedestrian Overpasses Alpine - Banking & Resurfacing Curve Camden to Burlington - Widening, Resurfacing & Bar. Curb Kings Highway to Route 38 - Reconstruction Vineland-Millville - Drainage | Bergen Bergen Camden-Burlington Camden Cumberland | \$100,000 100,000 2,000,000 500,000 300,000 | 26 27 28 29 30 |
| 31 32 33 34 35 | U.S.22 33 71 24 | Newark to Vaux Hall Road - Resurfacing Route 3 to Garden State Parkway - Dualization Bradley Beach - Resurfacing & Widening Howard Boulevard & D.L. & W.R.R Bridge Reconstruction Freeway, Morristown to Springfield - R.O.W. | Essex-Union Monmouth Monmouth Morris Morris-Union | 1,000,000 500,000 350,000 250,000 1,000,000 | 31 32 33 34 35 |
| 36 37 38 39 | 23 U.S.1 27 | Charlotteburg to County Road 513-Widening, Jug Handles & Bar. Curb Elizabeth - Island Closings Rahway & Linden - Widening & Resurfacing Miscellaneous-Construction, Engineering, R.O.W., Utilities and Contract Adjustments | Passaic Union Union Statewide TOTAL | 2,000,000 300,000 2,700,000 2,019,810 \$13,119,810 | 36 37 38 39 |

| Submitted by Harry A. Hartmann Supervising Engineer Recommended for Approval H. N. Rigby Director & Chief Engineer Planning & Research | Approved Dwight R. G. Palmer State Highway Commissioner |
|--|--|
| Recommended for Approval O. H. Fritzsche State Highway Engineer | Approved Robert B. Meyner Governor |

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| Non-Matching | Total | Grand Total |
|--------------|--------------|--|
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| 200,000 | | |
| | \$15,452,910 | 29,905,820 |
| 1,000,000 | | |
| | | |
| | 7,407,280 | 65,072,800 |
| 11,139,810 | | |
| ** 1,980,000 | 13,119,810 | 13,119,810 |
| | \$35,980,000 | \$108,098,430 |



NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960 INTERSTATE ROUTE 287-BIDS Middlesex County

Trenton, Sept. 8 - A \$4,274,495.40 sealed bid by the Poirier & McLane Corp., New York, was the lowest of 9 received by the New Jersey State Highway Department today for building another 3.7 miles of Interstate Route 287 in Middlesex County.

The proposed new section of what is locally termed the Middlesex East-West Freeway will extend from the easterly limits of present Route 287 construction, River Road in Piscataway, easterly to Stelton Road, the municipal boundary between Piscataway and South Plainfield.

Other bidders on the project were: Public Constructors, Blackwood, \$4,356,141.09; Yonkers Contracting Co., Yonkers, N. Y., \$4,410,524.11; S. J. Groves & Sons, Woodbridge, \$4,509,129.42; Geo. M. Brewster & Son, Bogota, \$4,581,556.22; Elmhurst Contracting Co., Corona, L.I., N.Y., \$4,777,771.70; F. A. Canuso & Sons, Philadelphia, \$4,860,284.07; Samuel Braen Sons, Hawthorne, \$4,908,733.29; Franklin Contracting Co., Little Falls, \$4,925,676.49.

All bids will be reviewed by the State Highway Department and Federal Bureau of Public Roads engineers before a decision on awarding the contract is reached.

Within the proposed work area, Highway Department plans call for constructing a six-lane freeway that will consist of two 37-foot wide (3 lane) roadways bordered by 12 foot hard surfaced shoulders and separated by a 60 foot wide center island.

The Freeway will bridge over Possumtown and South Randolphville Roads, and go under Old New Brunswick Road, Washington Avenue and Stelton Road.

At Possumtown Road ramps will permit local traffic to enter the Freeway's westbound lanes and allow eastbound Freeway traffic to connect with the local road.

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1960 INT. ROUTE 287 - BIDS Middlesex County

The reverse will be permitted at Randophville Road, where westbound Freeway traffic may exit and local traffic will enter eastbound Freeway lanes.

At Washington Avenue westbound Freeway traffic may exit and local traffic may enter the westbound Freeway lanes. There will be no connection for local traffic to enter the eastbound freeway at this location, but eastbound Freeway traffic may exit.

There will be a complete interchange provided for all conventional traffic movements at Stelton Road.

Each of the Freeway's dual roadways will be surfaced with bituminous concrete and will consist of a 13 foot wide lane immediately adjacent to the center island and two 12 foot outer lanes. All connecting ramps will also be surfaced with bituminous concrete.

The project is to be completed within 300 working days after bids are reviewed and the contract is executed.

More than 4.5 miles of the Freeway is now under construction in the South Bound Brook area. The work in this area totals \$13.2 million and extends from Route 18 (River Road) in Piscataway to Route U.S. 22 in Bridgewater Township, Somerset County. Its completion is planned for July, 1961.

The Route 287 Freeway is one of ten similar National Interstate and Defense Highways that will be built through and within New Jersey. It will, by means of continuation through New York, form a perimeter traffic artery around the New York-New Jersey metropolitan area.

New Jersey's portion will be 63.7 miles long, extending from Route U. S. 1 at Metuchen to Suffern, and will cost approximately \$156 million. Public hearings have been held to clear the way for fixing alignment of the 45 mile stretch between Metuchen and a connection with existing Route U.S. 202 north of Boonton, Morris County.

(more)

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1960 INT. ROUTE 287 - BIDS Middlesex County

Additional funds for continuing the Middlesex East-West Freeway portion of the route easterly to Route U. S. 1 have been allocated by the State Highway Department in its 1960-61 construction program. Funds were also earmarked for building a section of the route through Boonton.

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60-I-56

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960 INT. ROUTE 80 - BIDS Demolition of Buildings

Trenton, September 8 - A New Jersey State Highway Department contract for the demolition of 40 buildings within future construction limits of Interstate Route 80 in East Paterson, Bergen County, drew only one bidder today.

The sole bid was submitted by the Gibralter Wrecking Co., of Union, and totaled \$58,700. It will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before any decision on awarding the contract is made.

The structures, ranging from dwellings to factory buildings, have been purchased by the Department in order to clear the way for future construction of the Bergen-Passaic Expressway section of Interstate Route 80.

Their demolition is being undertaken now to prevent their becoming eyesores and fire hazards in the municipality between the time of their being vacated by the owners and the beginning of road construction activities.

Construction of the Freeway is now underway in the easterly section of Bergen County near the George Washington Bridge. The Department plans the route's completion from the bridge westerly to Route 17 by mid-1962. Construction of the Freeway west of Route 17 is expected to get underway within three years depending upon the availability of funds.

In addition to demolition of the buildings, which is to be completed by November 14 (1960), the contract calls for filling cellars and removing debris from the demolition area.

According to a Highway Department spokesman, many of the properties were acquired under a plan whereby the owners received advance payments. This plan, evolved about a year ago by State Highway Commissioner Dwight R. G. Palmer, (more)

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1960
INT. ROUTE 80 - BIDS
Demolition of Buildings

provides that the owner may be paid 25 per cent of the value of the property within two weeks after approval of settlement providing this amount does not exceed 75 per cent of his equity in the property.

Formerly the Department was not permitted to make payments to owners until all phases of acquisition were completed and the check cleared through the State Treasurer.

Interstate Route 80 is one of ten such routes to be built in New Jersey as part of the 41,000 mile National System of Interstate and Defense Highways that will connect 90 per cent of all U.S. cities of more than 50,000 population.

Nationally, the route will extend from its junction with Interstate Route 95 in the Overpeck Creek area east of Teaneck to San Francisco. Its westerly terminus in New Jersey will be at the Delaware Water Gap where a 4-mile completed section of former Route 611 will be occupied by the Interstate route. Total length of the New Jersey portion is approximately 68 miles and its cost has been estimated at \$291 million.

Construction of nearly 5 miles of the route is already completed in the Dover area of Morris County, and another adjoining 6.8 miles is now being built. A \$2.7 million multi-lane Route 80 bridge over the Passaic River between Paterson and East Paterson is also under construction.

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STATE OF NEW JERSEY STATE HIGHWAY DEPARTMENT TRENTON

MUNICIPAL AID ALLOTEENTS - APPROVED SEPTEMBER 2, 1960

ATLANTIC COUNTY

| Municipality | Name of Road | Amount |
|----------------------|--|--------------|
| Absecon City | Irelan Av., Sec. 2, and Hillside Av. | \$5,000.00 |
| Atlantic City | Delaware Av. and various streets | 40,000,00 |
| Brigantine City | W. Shore Drive, Sec. 4, and N. Shore Drive | 5,000.00 |
| BuenaBorough | (Project to be determined) | 2,000.00 |
| Buena Vista Township | Weymouth Road, Sec. 2 | 2,000.00 |
| Egg Harbor Township | Tremont Av., Section 2 | 2,500,00 |
| Egg Harbor City | New York Av. | 2,500.00 |
| Estell Manor City | Maple Av., Sec. 3, and S. River Rd. | 2,500.00 |
| Folsom Borough | 14th St., Sec. 2 | 1,500.00 |
| Galloway Township | Seaview Av. | 1,000.00 |
| Hamilton Township | School Lane and Vienna Av. | 2,500.00 |
| Town of Hammonton | Orchard St., Sec. 2 | 2,500.00 |
| Linwood City | Wabash, Devonshire, Essex Avs. (drainage) | 2,500.00 |
| Longport Borough | 29th Avenue, Sec. 2 | 2,000.00 |
| Margate City | Clermont Av., Sec. 3; Quincy Av., Sec. 6 | 2,500.00 |
| Lullica Township | Elwood-Weekstown Rd., Sec. 3 | 2,500.00 |
| Northfield City | lst St., Sec. 2, and Infield Av. (paving) | 2,500.00 |
| Pleasantville City | Spruce Street | 5,000.00 |
| Port Republic City | Pomona Av., Section 2 | 3,000.00 |
| Somers Point City | Braddock Av. | 5,000.00 |
| Ventnor City | Baltimore Av., Sec. 2; Troy Av., Sec. 3 | 3,500.00 |
| Weymouth Township | 12th St., Sec. 2; 13th St., Section 3 | 2,500.00 |
| | TOTAL | \$100,000.00 |

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960
STATE AID - Atlantic County.

Trenton, Sept. 8 - The New Jersey State Highway Department has announced allocation of \$100,000 in State aid for the improvement of local roads and streets in 22 Atlantic County municipalities.

The allocation was made by the Department from a special \$2,100,000 fund provided each year by the State Legislature to be divided equally among the 21 counties.

Legislation governing this fund requires each county allocation be split
by the Department among municipalities of the county according to individual
municipal road and street improvement needs and requests for aid. Towns
granted these aid funds must provide 10 per cent of the improvement's total
cost. This fund is one of five that annually provides approximately \$16 million
in State aid to New Jersey counties and municipalities through the State
Highway Department. The Department, in addition to distributing and accounting
for expenditure of these funds, reviews the preparation of construction plans
and specifications, approves or disapproves awards of contracts, provides
inspection of materials and workmanship on subsequent projects, and passes
upon acceptance of completed projects.

A complete listing of allocations to individual municipalities, showing location of proposed improvements, follows: (See attached list)

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

FOR RELEASE TUESDAY. SEPTEMBER 6

TUxedo 2-3000 - Ext. 431-432

1960 TRUCK SPEEDS

Trenton, September 6. - New Jersey State Highway Commissioner Dwight R. G. Palmer today announced the state's first lower truck speed differential on highways, authorized by the state legislature this year, will go into effect this Wednesday (Sept. 7) on a 26-mile section of Route U.S. 22.

The new maximum speed limits for trucks within this stretch, which runs through portions of Somerset, Union and Essex Counties from the Somerville traffic circle east to the route's junction with U.S. 1 in Newark, will be 45 miles an hour.

Passenger cars and light trucks, under 10,000 lbs. gross weight, will still be permitted to travel up to 50 m.p.h. within most of the 26-mile section of highway.

According to a Highway Department spokesman existing 45 and 40 m.p.h. limits in effect for both cars and trucks on separate sections totaling eight miles within the Somerville to Newark stretch will remain unchanged.

The move is aimed at increasing the safety of this heavily traveled highway that carries a large percentage of all heavy trucking that crosses the state to and from the New York-New Jersey metropolitan area.

It is hoped the measure will prove an effective weapon in the hands of both state and local law enforcement agencies in curbing the tendency of heavy vehicles to speed dangerously through the heavily urbanized section of the state when traffic peaks are lowest.

The Somerville-Newark section of Route 22 has been the subject of many extensive State Highway Department safety construction projects over the past several years.

(more)

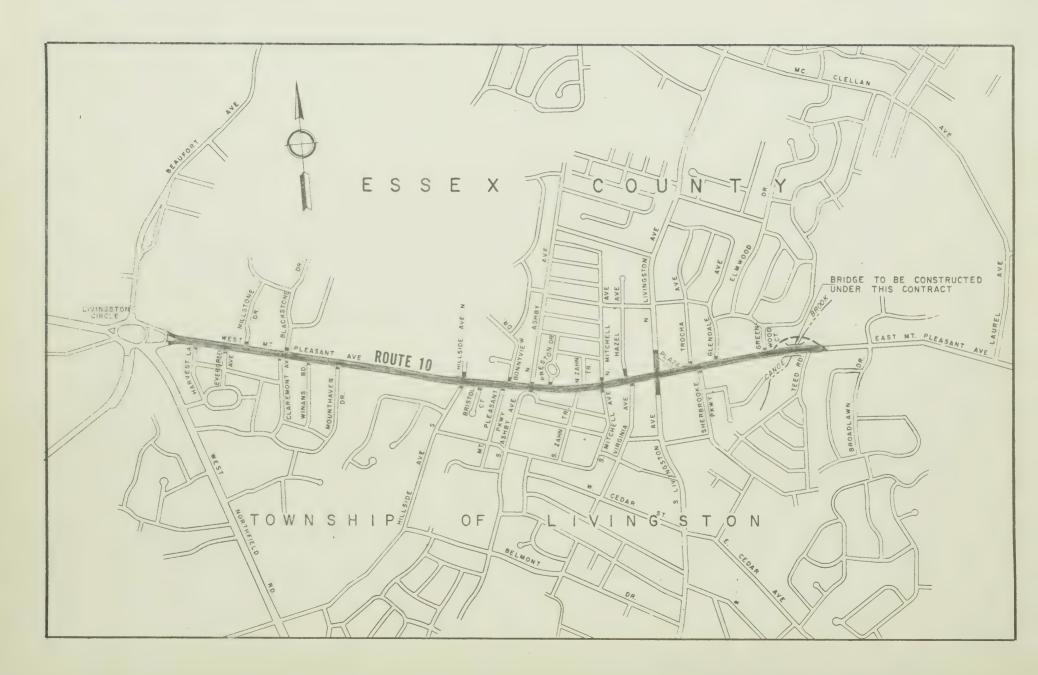
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1960 TRUCK SPEEDS

These include the elimination of nearly all at-grade intersections through the construction of overpasses, reconstruction and resurfacing of portions of the highway, and introduction of approximately 11 miles of continuous concrete center barriers to prevent head-on collisions between vehicles operating in opposing directions.

Funds have been provided in the Department's 1960-61 fiscal year budget for continuing the center barrier's extension westerly from its present terminal point at Washington Avenue, Greenbrook Township, to Thompson Avenue, Bridgewater Township, where a wide center island exists.





JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960 NEW JERSEY ROUTE 10 LIVINGSTON TOWNSHIP ESSEX COUNTY

Trenton, Sept. 1 -- Bids for reconstruction and widening of 1.75 miles of Route 10 and replacement of a bridge in Livingston Township, Essex County, will be received by the New Jersey State Highway Department September 22.

The Route 10 project will extend from the Livingston Circle eastward past Teed Road. The existing bridge spanning Canoe Brook will be replaced with a modern structure which will have a 25-foot wide stream opening.

The reconstructed 4-lane highway will be bituminous concrete surfaced from curb to curb and will be no less than 46 feet wide. The existing highway now has an asphalt surface. Outer traffic lanes will measure 12 feet in width, inner lanes 11 feet. Concrete curbs will flank the entire section with storm drains installed at several locations throughout the project.

Bituminous concrete sidewalks, 4 feet wide and 5 inches thick will be built along the south side of the entire section. From Livingston Circle eastward to Mitchell Avenue the existing road will be completely excavated and replaced with a heavier road section made up of a 9-inch thick subbase, a 6-inch base course, and a surface course of bituminous concrete 2 inches thick.

From Mitchell Avenue to Sherbrooke Parkway the highway will be widened and sarfaced with bituminous concrete. A completely new roadway section will replace the existing highway from Sherbrooke Parkway through Teed Road.

In order to complete the project as quickly as possible two detours will be established during periods of construction. Westbound traffic will detour around the Canoe Brook bridge construction, turn off Route 10 at South Livingston Avenue, then follow West Northfield Avenue to the Livingston Circle. Eastbound traffic will detour on West Northfield Avenue, then on Route 508 to West Orange.

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1960 NEW JERSEY ROUTE 10 LIVINGSTON TOWNSHIP ESSEX COUNTY

This project marks the seventh step in modernizing Route 10. Previous projects with a total cost of \$2,800,000 were: an overpass for Salem Street and a safety revision of Route 10 at Morris Turnpike, both in Randolph Township; widening of Route 10 in Parsippany-Troy Hills, Denville and Randolph Townships; reconstruction of Route 10 from the Newark-Mt. Pleasant Turnpike to Route 53 in Morris Plains; widening of the Route from Mt. Pleasant Turnpike easterly through Troy Hills Road, Hanover Township; also the Okner Parkway-Walnut Street section of Livingston Township; rehabilitation of the Route from Whippany-Troy Hills Road to the Livingston Circle.

The project will be financed by 100 per cent State funds and all bids will be reviewed by the Highway Department. A total of 130 working days will be allowed for completion of the project.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960 INTERSTATE ROUTE 287 - ADV SOMERSET & MIDDLESEX COUNTIES ELECTRICAL

Trenton, September 1 - Bids for installing overhead highway lighting systems on Interstate Route 287 in Somerset and Middlesex Counties will be received by the New Jersey State Highway Department September 29.

Seven traffic systems, located in Bridgewater, Franklin and Piscataway

Townships, and the Borough of Bound Brook, are included in the project. They

will be located at interchanges, bridges and underpasses now under construction.

Highway Department plans call for aluminum light standards equipped with 8 or 15-foot lamp arms which will extend 405 watt incandescent lamps 25 feet above the roadways. Fluorescent lamps will illuminate all underpasses. Normal distance between light standards will be about 125 feet.

Seven areas are included in the project. The Route 29 Interchange connection and Foot Hill Road bridge in Bridgewater Township call for 83 highway lights. In the same Township the Union Avenue Interchange and Davidson Avenue Bridge will require 67 highway lights. Main Street bridge will need two road lights and two underpass lights.

Weston Canal Road Interchange, Garfield Avenue Bridge and the Raritan River viaduct, Bridgewater Township and South Bound Brook need 58 highway lights and two underpass lights.

Elizabeth Avenue underpass in South Bound Brook will require four highway lights. Easton Avenue Intercharge and Davids Ave. Bridge in Franklin Township need 75 highway lights and 4 underpass lights. River Road interchange and the Raritan River viaduct in Piscutaway Township call for 53 highway lights.

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1960
INTERSTATE ROUTE 287 - ADV
SOMERSET & MIDDLESEX COUNTIES
ELECTRICAL

The project is to be completed within 225 working days after bids are received and reviewed and the contract is executed.

More than 4.5 miles of the Freeway is now under construction in the South Bound Brook area. The work in this area totals \$13.2 million and extends from Route 18 (River Road) in Piscataway to Route U.S. 22 in Bridgewater Township, Somerset County. Its completion is planned for July, 1961.

Bids will be recieved September 8 on a contract for extending the route's construction from Route 18 in Piscataway easterly another 3.7 miles to Stelton Road, the municipal boundary of Piscataway and South Plainfield.

The Route 287 Freeway is one of ten similar National Interstate and Defense Highways that will be built through and within New Jersey. It will, by means of continuation through New York, form a perimeter traffic artery around the New York-New Jersey metropolitan area.

New Jersey's portion will be 63.7 miles long, extending from Route U.S. 1 at Metuchen to Suffern, and will cost approximately 5156 million. Public hearings have been held to clear the way for fixing alignment of the 45 mile stretch between Metuchen and a connection with existing Route U.S. 202 north of Boonton, Morris County.

Additional funds for continuing the Middlesex East-West Freeway portion of the route easterly to Route U.S. 1 have been allocated by the State Highway Department it its 1960-61 construction program. Funds were also earmarked for building a section of the route through Boonton.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960
PALISADES AVENUE
HUDSON COUNTY
FEDERAL AID SECONDARY

Trenton, Sept. 1 - The New Jersey State Highway Department will receive sealed bids September 22 on the construction of a new bridge to carry Palisades Avenue over Ravine Road in Jersey City, Hudson County.

The existing structure was closed to traffic early last month when it was deemed unsafe for use following fire damage to auxiliary supports. The bridge is part of the Hudson County and Federal Secondary highway systems.

Its replacement will be made under a contract that will be awarded by the

State Highway Department with costs shared equally by Hudson County and the

U.S. Bureau of Public Roads. The state will supervise the construction operations.

Measured along Ravine Road the new bridge will be 202 feet long. It will be of reinforced concrete with prestressed concrete beams providing a clear span of 31 feet across Ravine Road and a 14 foot minimum vertical clearance.

As part of the contract Ravine Road will be resurfaced with bituminous concrete from Ravine Avenue through the bridge area (approximately 400 feet). The finished roadway will be 24 feet wide with a 5-foot wide sidewalk area carried along the north side of the roadway under the bridge.

An earth fill varying in thickness from two to eleven feet will be placed on top of the bridge and a 265-foot stretch of Palisades Avenue, including an intersection with Boream Avenue, will be resonstructed. The new roadway over the bridge will be 46 feet wide with new concrete curbs and 10 foot sidewalk areas. The roadways will consist of a 3-inch thick layer of bituminous concrete laid on a 7-inch bituminous stabilized base.

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1960
PALISADES AVENUE
HUDSON COUNTY
FEDERAL AID SECONDARY

Present traffic detours will remain in effect until completion of the new bridge and roadways, which is called for in the job specifications to be accomplished within 110 working days.

All bids received will be reviewed by State Highway Department and Hudson County road engineers before the contract is awarded.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960
INTERSTATE ROUTE 95
SAND DRAINS RE-BID
BERGEN COUNTY

Trenton, August 31 - George M. Brewster & Son, Inc., of Bogota, was low bidder today on a contract for stabilizing a one-mile stretch of Bergen County meadow area that will serve as the foundation for multi-lane Interstate Route 95 approaches to the George Washington Bridge in Bergen County.

The firm's bid was \$6,771,786. Other bidders were: J. Rich Steers, Inc.,
New York City, 36,778,204.95; Construction Aggregates Corp., Chicago, Illinois,
36,900,285.55; Hagan Industries, Inc., Elmhurst Contracting Co. Division,
Corona, N.Y., \$6,967,306.30.

The Bogota firm had been low bidder on the same project July 7 but all bids were rejected by the U.S. Bureau of Public Roads, which will pay 90 per cent of the project's cost, because they exceeded the pre-bid cost estimate of the project. Today's low bid was only \$31,000 less than that received by the Department on July 7.

All bids will be reviewed by State Highway Department and Federal Bureau of Public Roads engineers before the contract is awarded.

The project consists mainly of the installation of more than 4 million feet of vertical sand drains within portions of Teaneck, Englewood and Leonia. The work is to be completed on or before June 30, 1961.

In the sand drain method of stabilization a 4-foot thick layer of sand is spread on the meadow surface. Columns of sand 20 inches across and up to 130 feet long will be punched to firm bottom through the muck that underlies the marshland surface crust. These sand columns will be located in staggered rows seven and eight feet apart.

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1960 INTERSTATE ROUTE 95 SAND DRAINS RE-BID BERGEN COUNTY

An overload of earth is then spread on the sand layer. The added weight compresses the underlying muck and forces the water it contains up the sand columns to the sand blanket, then out of the embankment through the exposed edges of the blanket.

The sand drains to be installed on this project will average about 80 feet in length. Many will run up to 130 feet in length and comprise the longest yet used in highway construction in New Jersey.

According to the Highway Department the sand drain method permits early stabilization of areas comprised of underlying material too unstable to depend on and of such depths that the cost of the excavation would be prohibitive.

The project is part of a series of construction contracts that are to be let within the next several months for completion of the Interstate Route 95 and 80 portions of the Bergen-Passaic Expressway that will connect the George Washington Bridge and Route 17 to the west and the New Jersey Turnpike to the south.

Other Route 95 projects now underway in this area call for removal of 1.3 million cubic yards of unsuitable materials from a former sanitary landfill area near Teaneck Creek, and construction of two overpass bridges and relocation of Flat Rock Brook, in Englewood and Leonia.

Total cost of the overall 6-mile long project is estimated at \$55.3 million. The State Highway Department is aiming for completion to be coincident with that of the Geprge Washington Bridge double-decking which is planned for mid1962.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TU xedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1960 ROUTE 17 ISLAND CLOSINGS-BIDS BERGEN COUNTY

Trenton, August 31 - Sowerbutt Asphalt Inc., of Prospect Park, submitted the lowest of three sealed competitive bids received by the New Jersey State Highway Department today on a contract for closing Route 17 center island openings in Bergen County.

The firm's bid was \$81,825.09. Other bidders were Samuel Braen's Sons, Hawthorne, \$97,844.86, and the Union Building and Construction Corporation, Passaic, \$108,073.77. All bids will be reviewed by State Highway Department engineers before the contract is awarded.

Limits of the 3.3 mile long project that includes closing 31 openings in the Route 17 center island will be Lake Street, in Ramsey, and Ridgewald Avenue, Upper Saddle River. Municipalities within this stretch include Ramsey, Upper Saddle River. Allendale and Saddle River.

All center island openings within this stretch will be closed and left turns, "U" turns and cross traffic permitted in the future only at Lake Street, Ramsey, and Allendale and Pleasant Avenues in Saddle River.

At Lake Street and Allendale Avenue the existing traffic signal controlled intersections will be extensively revised to provide greater safety in left and "U" turn movements. Each intersection will be completely resurfaced with bituminous concrete as part of the project.

The work of the 100 per cent state financed project is to be completed within 45 working days after execution of the contract and is part of an overall program for modernization of Route 17 that within the past five years has resulted in State Highway Department improvements to the route totaling more than \$6 million,

1960 ROUTE 17 ISLAND CLOSINGS-BIDS BERGEN COUNTY

The most recent of these improvements, a new overpass at Century Road, Paramus, was fully opened to traffic use August 6 at a cost of more than a half million dollars. In conjunction with the new overpass eight existing center island openings nearby will be closed.

Construction plans are now underway by the Department for a new overpass at Ridgewood Avenue and the closing of center island openings in its vicinity.

Completion of this project and the one bid on today will result in the Department's having eliminated all such island openings in the route between Route 46 and the New York State Line, a distance of 18.5 miles.

During the entire working period the contractor will be required to maintain at least two lanes of traffic in each direction on Route 17 except that within the areas in which construction operations are actually taking place, the contractor will be permitted to reduce traffic to a single lane in each direction.

He will be restricted from blocking any existing pavement width between 7 and 9 a.m., and between 4 and 7 p.m., daily. No work will be performed which will interfere with Route 17 traffic on Saturdays, Sundays, legal holidays, or on the day before or after a legal holiday.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960 BIDS Underground Elec. Statewide

Trenton, August 25 - A \$177,900 bid submitted by the Counties Contracting and Construction Co., of Philadelphia, was the lowest of two received by the New Jersey State Highway Department today on a contract for installation of underground units of traffic signal systems.

The contract is based on the quantities of materials anticipated for approximately 50 signal system installations at as yet undetermined locations. The purpose is to permit public bidding on this phase of work formerly performed by the Department's own forces.

As individual locations of new signals throughout the state highway system are determined, the contractor will be called upon to install the related underground facilities, which include small foundations, conduits, detectors, pedestals and concrete junction boxes.

The only other bid totaled \$187,745 and was submitted by Mohawk Constructors Inc., of Linden. Both bids will be reviewed by State Highway Department engineers before the contract, which includes the labor and equipment costs involved in installing the materials, is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1960 ROUTE U.S. 322 - BIDS Black Horse Pike - Atlantic Co.

Trenton, Aug. 11- The South Jersey Construction Co., of Riverside, submitted the lowest of 11 sealed bids received by the State Highway Department today for widening an additional 4.7 miles of Route U.S. 322 (Black Horse Pike) in Atlantic County.

The firm's bid was \$969,908.60. The next lowest bid totaled \$980,046.65 and was submitted by the Bancheri Construction Co., of Hammonton.

The proposed construction, which will convert the existing 30-foot wide (3 lane) roadway to 56 feet in width (four lanes), is to be continuous between Weymouth Road in Hamilton Township, and the highway's junction with County Route 561 (Blue Anchor Road) and Eighth Street in Folsom.

Similar projects, one completed and the other set for completion within a few weeks, have resulted in widening 5 miles of the key route east of Weymouth Road at a cost of approximately \$2 million.

Plans for the new widening section call for additional highway base to be placed along each side of the present pavement. The new base and existing concrete roadway will then be surfaced with bituminous concrete.

New hard surfaced shoulders, 10 feet wide, will flank the widened roadway and additional storm drain facilities are planned throughout the 4.7 mile stretch.

Each of the two principal intersections within the project limits, Eighth Street in Folsom and Malaga Road in Hamilton Township will be completely reconstructed and modernized. A pair of jughandles will be constructed at each location as will additional turning ramps. Each intersection will be traffic signal controlled as an added safety feature.

Also planned is replacement of a small bridge over a branch of the Great Egg
Harbor River. (more)

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1960 ROUTE U.S. 322 - BIDS Black Horse Pike - Atlantic County.

This structure is designed to facilitate easing a highway curve and raise the elevation of the highway at that location.

Other bidders were: Ole Hansen & Sons, Pleasantville, \$997,900.00; Edward Ellis & Sons, Merchantville, \$999,790.55; Gaskill Construction Co., Riverside, \$1,021,021.02; Public Constructors, Inc., Blackwood, \$1,023,095.10; Barrett Paving Company, Trenton, \$1,061,222.30; Union Paving Co., Wynnewood, Pa., \$1,072,562.21; Kingston Bituminous Products Co., Kingston, \$1,075,246.51; F.A. Canuso & Sons, Philadelphia, \$1,078,300.22; J.F. Chapman & Son, Hillside, \$1,143,069.65.

State Highway Department specifications for the project allow 150 working days for its completion and require that traffic be maintained on the full width of existing pavement, or combined new and old pavement, at all times and locations except that the contractor may occupy one lane of existing pavement immediately adjacent to his actual work operations between 8:30 a.m. and 4:30 p.m., on weekdays.

In order that heavy weekend traffic can move freely the contractor will be required to schedule his operations so that all of the existing roadway is available to public traffic use from noon each Friday until noon each Monday. A similar requirement will be in force from noon of the day preceding a legal holiday until noon of the day following the holiday.

Throughout the entire construction period the safety of motorists is assured by the erection of advance warning signs, flares, traffic cones and barricades.

Cost of the project will be shared equally by the State Highway Department and the U.S. Bureau of Public Roads. It is part of the Highway Department's overall plan for improving the 25 miles of the heavily traveled shore highway between McKee City, in Atlantic County, and Williamstown, in Gloucester County.

NUDOT RESEARCH LIBRARY

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